

## PROCESSING COPY

## INFORMATION REPORT INFORMATION REPORT

## CENTRAL INTELLIGENCE AGENCY

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COUNTRY Poland

REPORT

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SUBJECT Pafawag Rolling Stock Factory in Wroclaw

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1. The Pafawag Rolling Stock Factory, the prewar Linke-Hofmann Werke, is located at No. 12 Pstrowskiego Street in Wroclaw (Breslau) adjacent to the M-5 Electric Motor Plant. It is subordinate to the Administration of Repair and Construction of Railroad Equipment (Zarzad Remontu i Budowy Sprzetu Kolejowego) in Poznan. The factory underwent reconstruction in 1945 because of war damage to some of its buildings, and production was resumed in 1947. The existing buildings were renovated during the reconstruction and are in use today; no new buildings were then or have since been constructed. The factory employs approximately 8,000, all of whom are Poles, in two shifts. Soviet experts visit the factory from time to time to exchange ideas on production methods.
2. Among the compartments of the factory are the PR-1, PR-2, and PR-7 departments. The PR-1 department manufactures passenger coaches, pullman cars and electric motors, while the PR-2 department manufactures tenders for locomotives and the PR-7 manufactures coal cars (Weglarki). The following details on production are reported:

- a. Coal cars of 25-ton capacities are produced at the rate of 500 to 600 a month. However, in 1956 the output was allegedly not more than 20 to 30 cars a month. Also in 1956, the factory began producing coal cars for export
- b. Passenger coaches are manufactured for first, second, and third class coaches and for pullman and dining cars. Approximately 10 units are manufactured a month and are for domestic consumption.
- c. Tenders of 25-ton capacities for locomotives are produced at the rate of three or four units a month and are for domestic consumption.
- d. Tenders of 10-ton capacities for locomotives for narrow-gauge railroads are exported to the USSR at the rate of four or five a month.
- e. Electric trains are produced at the rate of one train a month, which consists of one locomotive and three coaches. In 1953, the factory began the production of electric locomotives, and all electrical equipment at the factory, including the motors, is im-

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In 1956, the factory reportedly began production of electric locomotives based on an outmoded German prototype and manufactured three such locomotives that year.

- f. From February 1956 to November 1956, a total of 2,500 boxcars of 25-ton capacities were produced at the factory in fulfillment of an order

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- g. From 1951 to 1954, eight-wheeled railroad tankcars were produced at the factory.

- h. In 1953 and 1954, tank turrets were produced at the factory.

3. The factory receives all types of profile cutters, in round, flat, square, "U", "V", and "T" shapes, from the Batory Iron Foundry in Chorzow and the Lenin Foundry in Nowa Huta. The finished components for the construction of coal cars are supplied by the Cegielski Locomotive and Machine Works (Zaklady Cegelskiego) in Poznan, while those for the construction of passenger coaches, pullman and dining cars are supplied by the Ostrowiec Iron Foundry in Ostrowiec near Warsaw.<sup>1</sup> The wheels, mounted to axles, are supplied by the "Fablok" plant in Chorzow.

4. Production at the factory is primarily impeded by the tardy arrival of raw materials and finished components from the above factories. Deliveries are often months behind schedule. A second obstacle to efficient production is the use of outmoded machinery. During the occupation, the Russians confiscated the machinery originally installed at the factory. Efforts since then to obtain modern machinery have been unsuccessful, although in 1956, the factory imported a few modern lathes from Czechoslovakia. A third factor hampering production is the widespread apathy of the workers, which is particularly prevalent at the finishing shop for passenger coaches and pullman cars. There has been much discussion at the workers' meetings and a complaint has been made by the railroad management regarding the passenger coaches, which require serious repairwork only six months after their delivery. Furthermore, since the workers at the factory are not exempt from military service, efficient and trained personnel are periodically called up for either compulsory military service or reserve training.

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5. The following persons are employed at the Pafawag Rolling Stock Factory in Wroclaw:

- a. Michalak (fnu), a mechanical engineer and the chief constructor at the factory

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- b. Nadratowski (fnu), a mechanical engineer and the production manager at the factory

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- c. Wiktor Obolewicz, chief technologist since 1954 and a mechanical engineer

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d. Slusarek (fnu), general manager of the factory

e. Wierzejewski (fnu), a mechanical engineer and technical manager at the factory

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1. Comment: The reference may be to the Nowotko Foundry in Ostrowiec Swietokrzyski (N 50-56, E 21-24)..

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Attachment

LEGEND

1. Pstrowskiego Street
2. Office building of the M-5 plant
3. Entry gate for employees and vehicles
4. Fire brigade station
5. Bath
6. Laboratory
7. Repair shop for cranes and hoisting equipment
8. Hardening shop
9. Nickel and chromium plating shop (Niklownia i Chromownia)
10. W.I.S shop (manual processing)
11. Toolmaking shop
12. Mechanical w/shop (sic)
13. Machinery repair shop
14. Foundry
15. Thermal processing shop
16. Coach production shop
17. Measurement division
18. Open shed for storage of raw materials
19. Sheet cutting shop and forge
20. Tender production shop
21. Pullman and passenger car production shop

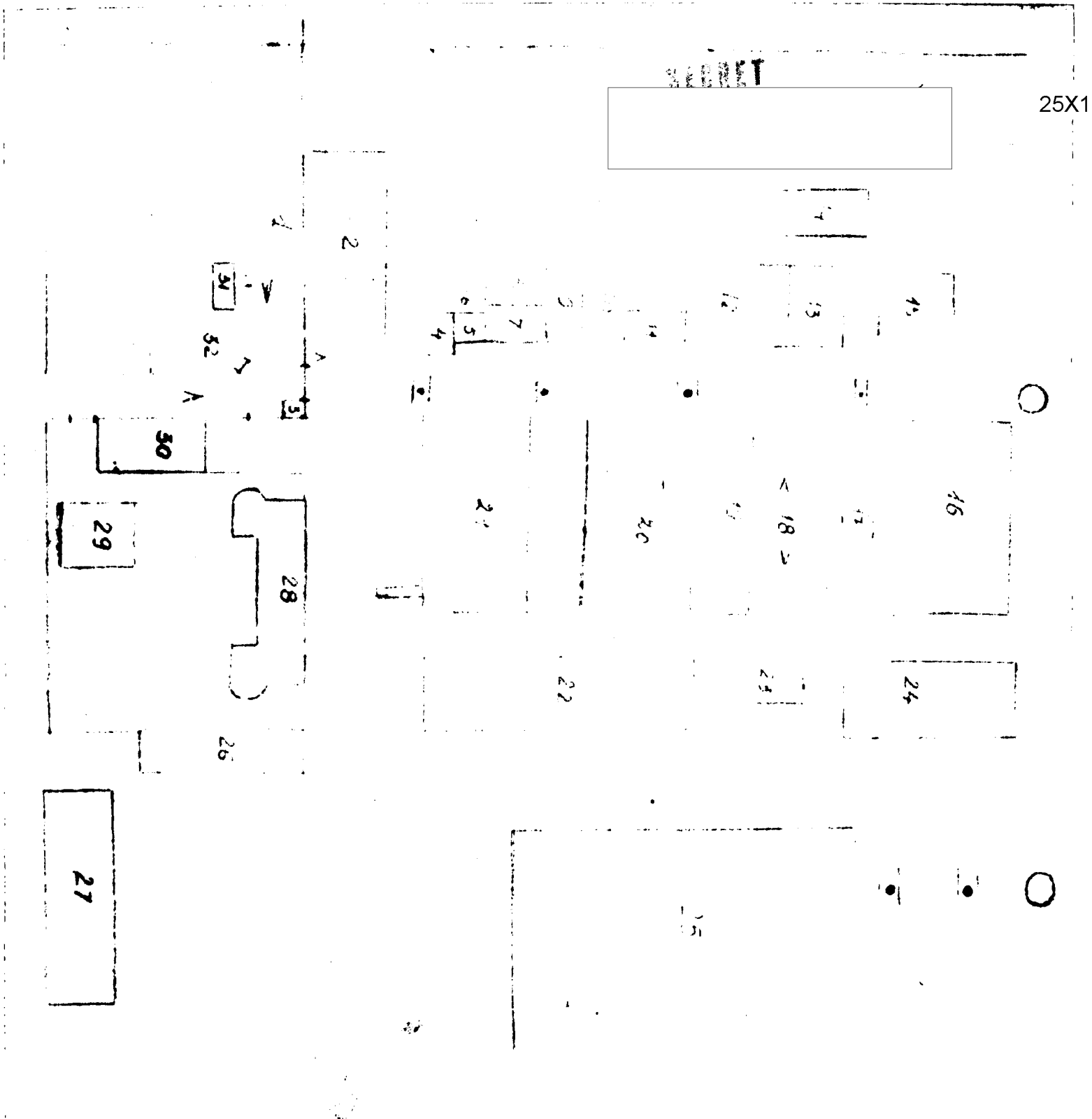
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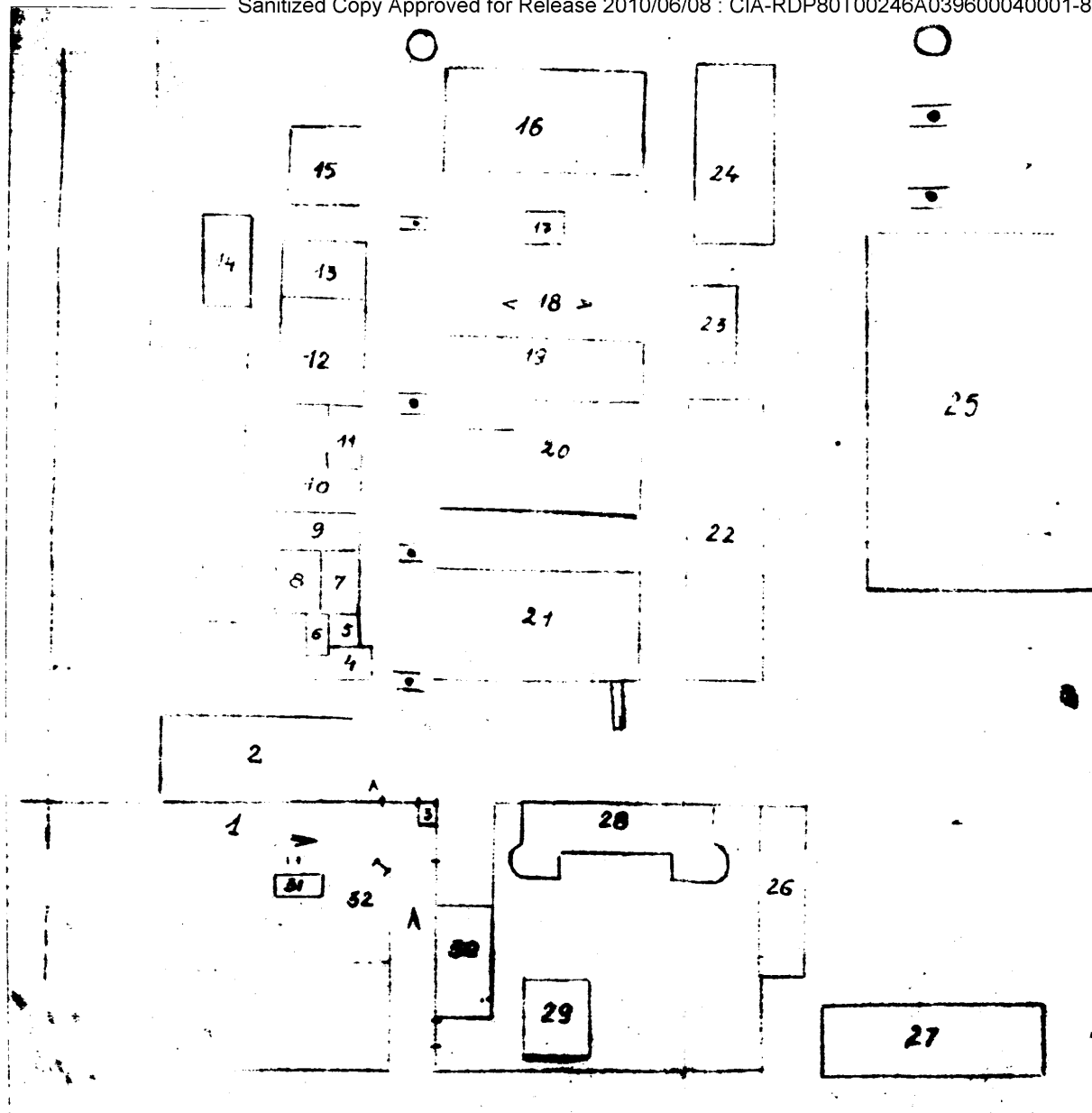
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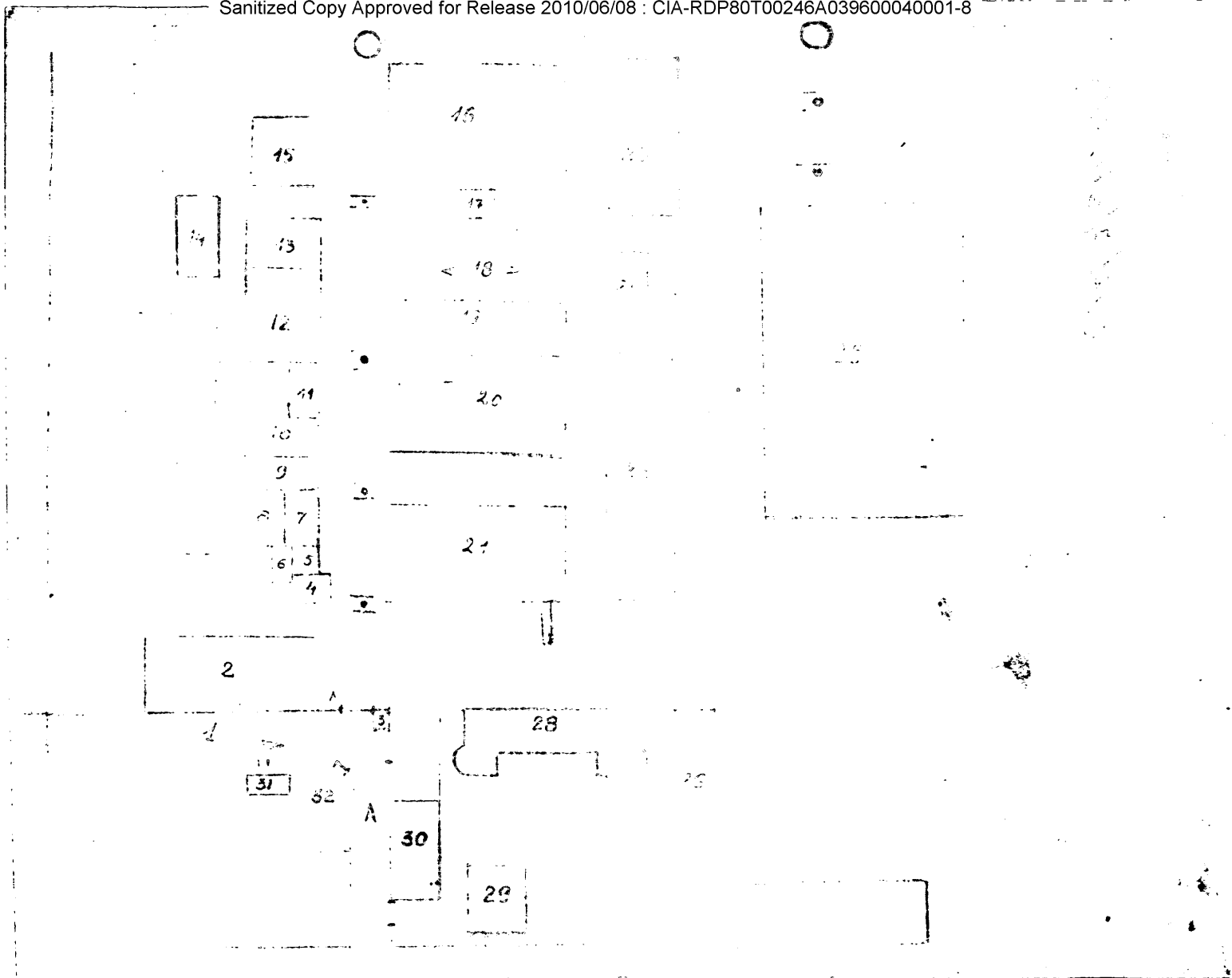


22. Carpentry shop
23. Acetylene production shop
24. Main stores
25. Coal car production shop
26. Parking lot and automobile repair shop
27. Garages and automobile repair shop
28. Dining hall, dispensary, and recreation room
29. Nursery (Zlobek) for the workers' children
30. Two-story office building
31. Personnel and Welfare Office
32. Parking lot for motorcycles and bicycles of the workers.





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